

## Stanley 2018 Lessons Learned

Very late compliance, people ignored Document deadline, especially safety audits. Some issues with audit failures and last minute rework – eg Arcadia stauncheon gaps and unacceptable rear lifelines on another.

There is a disconnect on crew changes. Sent to orcv@ but then Irmantas doesn't work Fridays or weekends. A late crew change was only received by RDs mid race, even then their PLB number was invalid. **Action revisit this process**

Similarly there is a disconnect with finalisation of entrants after IMT documents sent out. As a result IMT document was missing Sagred which is not ideal. One RD phone number (RD2 carried by MV) was wrong and Coast Guard Queenscliff number was also wrong. **Action discuss Neville, suggest a generic IMT login to the shared IMT folder**

Van played up with engine light on and "limp mode" = no power, barely got off the Spirit of Tasmania and led to very slow and dangerous travel. Tried three places to get looked at but could only finally get a scan done and diagnosis confirmed. **Action fix van and get a service (overdue)**

Shared documents worked very well as did shared Email, especially real time RD log. We ended up synchronising Onedrive to support photo uploads to Facebook. The separation of planning documents in the Sail Committee to the working documents in Race Director group didn't appear to be useful, it just added confusion. **Action suggest changing approach in future races and combining.** Computers worked well as did internet device.

Low numbers, 15 entries (1 very late), 14 starters, 11 finishers, only 1 DhD and 2 4+Auto entered, both 4+Auto retired. Race start delayed 5.5hrs due to weather and another 0.5hrs due to shipping. All 11 arrivals stopped in at Stanley.

Delayed start was thoroughly considered with input from the BOM and "brains trust" discussion NM, SD, MV. Decision was well received by competitors. Main impact was on Smithton Lions as it took hospitality from evening to early hours of the morning and saw a cancellation of the band. Once again we don't seem to get there in time for any local involvement.

Consequence of delayed start on sign on sked and the frequency confusion, together with inexperienced Kordia operator meant sign on sked was badly done. **Action briefing sheet to Kordia prior to race and prior to skeds via Email – Kordia do tend to read Email.** Still think a countdown on VHF is needed for night starts, whether ORCV person is on with Gary or not.

2 trackers were not operational prior to race leading to rebooting and follow up plus 1 tracker during race. Tracking set to 1 hr but in hindsight heads exit should have been 10mins. Tedious to change due to multiple logins, also when you need faster updates (eg Extasea PLB) it needs to wait until next scheduled update to receive an instruction. Not ideal. Pre race we found an additional setting to make position "Public" (or not in this case), Simon found this, which is why a couple wouldn't show. Trackers set to 10mins on the approach to Stanley then back to 2hrs after finishing. **Is there a faster / better way to update frequency ?**

Apparently Avalanche went very close to the Lonsdale reef and ended up launching off a wave as well as having it break on them causing damage to a steering pedestal and breaking the jib sheet, unclear whether crew were hurt. There was a port/starboard resulting in a 720 by Soiree Bleu in the heads, no further action required. We were told by Tim F he felt some boats were over the zone, but GPS screen shots from competitors didn't support that claim.

Access to end of jetty/finish line blocked by 2 gates, took a bit of mucking around to get access – cant really do without that access. **Confirm access next year as part of planning - TasPorts**

Mid race a PLB was activated by mistake on Extasea – RCC contacted RD phone, trying to communicate with them proved very difficult with VHF out of range, close boats not monitoring VHF or normal mobiles plus Sat phones not answering. **Action review this situation in detail – suggest include boats nominating one normal mobile (maybe skippers) which is monitored.**

Further to the above, and consistent with Osaka, boats with Satphone only were again inconsistent with scheds. The SMS 30min call worked well (except for a competitor not doing that) as did the 5min VHF 73 call.

Clickatel was unavailable mid finishing, as a result some NoK texts were late - probably maintenance being early hours Sunday.

No direction on berthing from TasPorts leading to rafting up boats blocking a tourist ferry and confusion amongst competitors. **Action add to race planner for next year a task to confirm and get a local contact**

One arrival Avalanche had engine trouble after the race but eventually resolved. Bandit engine also had issues.

TV Simon donated and the steel frames Simon built were fantastic, we set up on the wall in the large shed, it was great. We set up Training laptop but it needed internet (ORCV device) meaning in van we had to use Nick's personal device which is lucky we had. Shame tracker doesnt appear to auto refresh properly. **Action frames and welds need painting and padding glued on**

Lots of updates to the "How to" documents are needed **Action MV & NM over next week or so**  
Several checklists were written for retirement as well as finishing and added to Race Director Resources. A backup results spreadsheet was added to the Race Director General folder, it has formulas but needs copy/paste then editing of the times to work. Stanley results file too shows how it works. **Action RD training/briefing session**

Topyacht results system didn't have the season template applied so couldn't publish automatically, had to ring Simon who helped fix the issue. Bit technical and beyond most people. **Action include in future planner document for Stanley as it is the first race of the season.**

Good vibe and good behaviour at the finish, people enjoyed it and seemed appreciative, no negative comments that we picked up on except for Peter Chalkley queried DHD presentation "why bother"

Note the other Lions Club wants to run Tas end next year – some local politics at work which is a shame. Note they have 2 ORCV banners, suggest next year we give them a burgee if Smithton still involved. Tried to share to their Facebook page but it was locked down. We made a fuss of them at presentation which they appreciated. MV let Sheryl know they should never be out of pocket (if we do a no show for example) so we have some ongoing liability financially. **Action burgee framed maybe for next year's crew.**